

City of Tukwila, Washington
Public Workshop #4
On
Tukwila Urban Center Plan
&
Transit-oriented Development (TOD) Plan

Summary of Public Comments

Double Tree Hotel Guest Suites

February 26th, 2004

1:00 p.m. to 4:00 p.m.

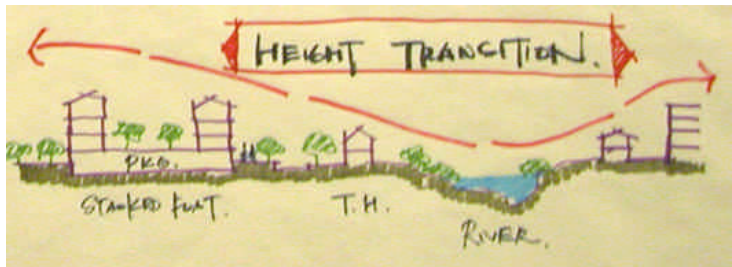
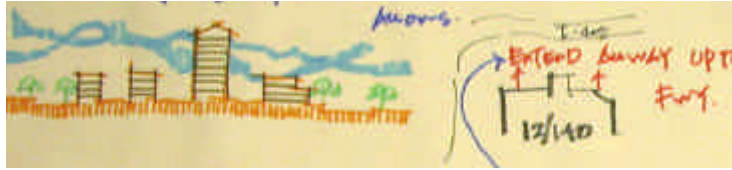
Implementation Strategy

- The Tukwila Pond still looks very urbanized. It will destroy water habitats. Should create viable natural environment on three edges at least. Water comes down from the hill and flows into the Tukwila Pond. Connect Tukwila Pond to the Green River with a creek.
- On the south side of the Tukwila Pond, move 168th street to the south and produce more space between the pond and development.
(Underground power line goes through abutting the planned 168th street and it looks like a sidewalk.)
- ***More than a half people supported the idea to implement the Mall to Station first and nobody opposed.
- Should change Tukwila before it dies.
- Like to see more housing along the river. (There are townhouses along the river but they are not visible enough from a distance.)
- Open space is precious for wildlife habitats and plants. Interpreted displays of wildlife habitats and plants are good for public and environmental education.
- Convention center in the “wedge” is a good idea.
- Asphalt/permeable surface issue should be written in the policy document.
- Relocate the city hall on the south side of the Tukwila Pond.



Land Use & Development Policy

- Should permit as high buildings as possible if F.A.R. allows.
- Put conditional use permit for the area between the mall building and Tukwila Parkway.
- Extend 12/140 area all way up to Tukwila Parkway.
- Housing in the TUC Core will be impacted by traffic and noise. The south side of the Tukwila Pond is better for housing.
- Five-story housing is too tall. Should be three stories.
- Height transition toward the Green River is a good idea, i.e. lower height limit along the river.
- Office may not be feasible in the TUC because TUC is a retail area.



Traffic Impacts & Necessary Improvements

- Need to study traffic impacts beyond 2020.
- The 61st Street Bridge should be relocated to the T-intersection of Andover Park West and Tukwila Parkway because Andover Park West will be a major arterial in the TUC.
(There is an elevation change between Southcenter Boulevard and Tukwila Parkway and Tukwila Parkway needs to be moved to the south to relocate the bridge.)
- Traffic improvements proposal is not as aggressive as land use change proposal. Should think about how to bring people in the TUC including mass transit.
- Need aggressive solution such as a system that people want to try.
- Use Klickitat improvement to instigate LRT connection to the TUC.

